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Curbing Furnished and Set at 28c
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WHITE SAND sold from \$1.50 to \$1.75 per cubic yard, delivered.
Special low price in CRUSHED ROCK of all grades from No. 1 to No. 5, or rock sand.
COMMON DRAY, \$5.00 per day.
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Fine Assortment of
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Islands' Fruits, also
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Sanitary Plumbing
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Sewer Connections
A SPECIALTY.

200 KING STREET,
Between St. and Railroad Depot

NEWS OF THE WATERFRONT.

THE STATISTICS OF
TWO RECORD RUNS

China Holds the Record From
Yokohama With Coptic a
Very Good Second.

The Coptic sailed for San Francisco at 1 p. m. yesterday.

The vessel's run from Yokohama was a phenomenally good one, and with a little more luck all records from Yokohama to this port would have been broken. As it was the Coptic succeeded in smashing her own record.

The time from port to port was 9 days, 2 hours, and 17 minutes. The Coptic's previous best run was made in 9 days, 12 hours and 39 minutes; this was in October, 1896. Had it not been for bad weather last Friday and Saturday, the Coptic's time would have been better than nine days.

In September, 1896, the China made the same trip in 9 days, 10 hours and 11 minutes, but in December, 1897, she broke all existing records by getting here in 8 days 6 hours and 5 minutes, which is the record for the run today. The Coptic's recent run is therefore the second best on record.

Following are the daily runs of the China and Coptic on their two memorable trips:

China	Miles	Coptic	Miles
1st day	409 Feb. 16	379	379
2nd day	411 Feb. 17	377	377
3rd day	417 Feb. 18	380	380
4th day	401 Feb. 19	371	371
5th day	409 Feb. 20	369	369
6th day	404 Feb. 21	367	367
7th day	400 Feb. 22	364	364
8th day	401 Feb. 23	342	342
	Feb. 23	330	330

The Coptic from noon until 6:50 p. m. of Sunday covered 106 miles to port, making the entire distance covered 3287 miles. One day was lost on account of crossing the 180th degree of longitude, when eastward bound.

The China's average speed per hour was 17½ knots, and the maximum speed 18.85 knots.

Hancock Masterless.

MANILA, Jan. 31.—The transport Hancock is without a captain, the position, since the resignation of Captain Struve, having gone begging. When Captain Struve brought the "pride of the fleet" into Manila bay on her last trip he decided to hand in his papers, and requested that he be relieved of her command, as he had been offered the position of inspector of construction to represent the insular government at Shanghai, where ten revenue cutters are now building. When Captain Struve was granted his request, it was thought that the position could be easily filled, and that captain here in Manila would be only too pleased to jump at the chance of becoming master of "the pride of the big white fleet." But this has not been the case, for it is known that upon the arrival of the Hancock at "Frisco" she is to be put up for sale, and this, coupled with the fact that there are all kinds of trouble in the quartermaster's office at San Francisco, Colonel Long, who is quartermaster there, having been ordered to Washington for an investigation, tends to make the captains at this port rather wary of the San Francisco end of the line.

Upon the arrival of the Burnside from her last trip, Captain Zudlin, who has been her skipper for a long period, was offered the captaincy of the Hancock, but he declined with thanks. Other captains when seen Wednesday morning expressed themselves very forcibly, saying: "What is the use of our taking a trip for one voyage, only to be let out upon arrival at San Francisco?" So the Hancock now lies tugging at her anchor chains without a guiding hand for her helm. What a come-down for the pride of the fleet!



PLEASING RESULTS

always follow the use of Newbro's Herculene, the new scientific cure for dandruff and falling hair. It possesses certain properties that kill the germ or microbe that causes all the trouble by sapping the oil out of the hair bulb. With this parasite destroyed, dandruff and the falling hair cannot exist. A thick, soft growth of hair springs forth where formerly thin, brittle hair, or perhaps total baldness held sway.

One bottle will convince you of its merits.

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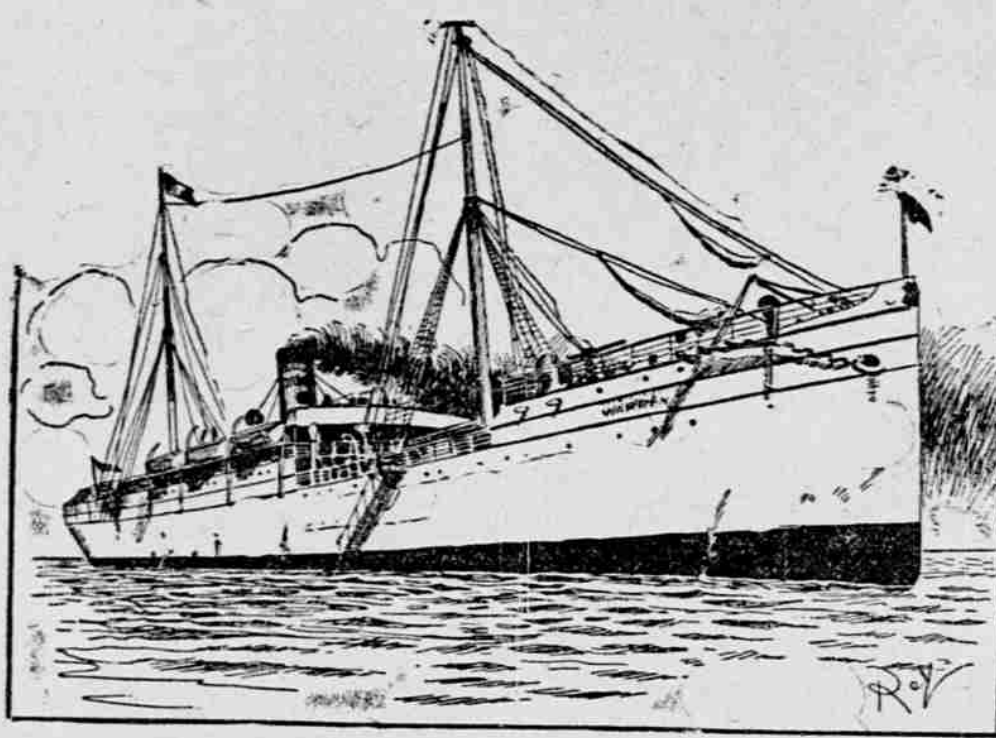
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A FINE LINE OF PLAIN AND fancy Silk, Dress and Waist Patterns; also, some very pretty things in Washable Waist Patterns and Silk Dainties.

W. L. FLETCHER
Gedge Cottage, Richards and Hotel Sts.
P. O. Box 363. Tel. 521 Blue.



Transport Warren which may arrive from San Francisco this evening with one day's later news.

PILIKIAS OF
ISLAND BOATS

The Waiialeale arrived from Kilauea on Saturday at 7 p. m. She did not bring any mail or sugar reports, as it was too rough to get them on board. The steamer discharged freight for Kealia and Anahola on Wednesday at Kapa. The sea was breaking too badly to land at Anahola. Kilauea freight was discharged on Thursday. A heavy swell was running on Thursday afternoon, and Friday which got worse on Saturday, making it impossible to take on sugar. Purser Stiel reported a schooner standing off Kilauea.

The Niihau got in from Hanalei on Saturday morning with 300 bags of sugar. She reported the Iwalei discharging at Waimea and the Ke Au Hou laying at moorings at Makaweli. The weather on Kauai was fine except at Kailihual, Hanalei and Kilauea. Her purser reported the following sugar on Kauai: K. S. M., 2000; V. K., 300; Mak., 15,000; Gard R., 1250; McB., 14,000; K. P., 5000; P. L., 6200; H. M., 2040; K. S. Co., 5500; total 52,900 bags.

The W. G. Hall arrived from Nawiliwili Sunday morning at 5 o'clock, with 4800 bags of sugar and a long list of passengers. Purser Ferguson reported the schooner Alice Kimball discharging coal at Koloa, the schooner Twilight discharging scrap iron at Elele, and the gasoline schooner, Malolo lying weather-bound at Hanalei.

The last island steamer to arrive Sunday morning was the Noeau from Kukuila at 9:30 with 412 bags of sugar. Purser Christian reported the Mauna Loa at Kailua. There was a big swell at Hanalei and Kukuila which was making it very hard for boats to work. Weather along the Hamakua coast was fair. A message was received that the schooner Kaula was broken her windlass.

SHIPPING NOTES.

The transport Warren may arrive from San Francisco this evening.

The British cruiser Phaeton sailed for Honolulu yesterday afternoon.

The bark K. E. Davenport sailed in ballast for the Sound yesterday morning.

The W. G. Hall is laid up for inspection and the Mikahala will take her run to Kauai ports today.

The bark Kaulani is now 25 days out from San Francisco, and the barkentine Coronado 23 days out.

The schooner Metha Nelson arrived at Mahukona from Newcastle on the 18th after a trip of 36 days.

The bark Diamond Head is 24 days out from Seattle, and the schooner Mary E. Foster, 24 days out from Port Ludlow.

The following vessels are loading at San Francisco for Honolulu: Olympic, Hyades, Archer and Gerard C. Tobey.

The schooner Emma Claudina has not sailed for Honolulu yet, but is still in port awaiting a change of wind.

The barkentine Wrestler from Newcastle for Kahului is now 161 days out, and has the doubtful honor of making the slowest trip of the season.

A native dropped a kerosene lamp in the Alameda's hold yesterday and then yelled "fire," although there was no blaze. The vessel's fire hose was gotten out and for a time great excitement prevailed.

Coming and Going.

The steamer Defender arrived in Port Townsend from Hilo February 9.

The schooner Compeer left Portland for Honolulu February 10.

The schooner Otille Fjord arrived at Ballard from Hilo February 10.

The schooner Alice Cooke left Port Gamble for this port February 11.

The steamer Eureka left Seattle for this port February 11.

The steamer Hyades arrived at San Francisco February 13, after a ten days' passage from Kahului.

The steamer Rosamond left San Francisco for this port February 13.

The schooner Compeer left Astoria for this port February 13.

The barkentine Amella arrived at Eureka from Honolulu February 13.

The Hawaiian-American steamer Oregonian arrived at Coronel on the way from New York to San Francisco February 13.

The ship S. D. Carleton arrived at Tacoma from Honolulu February 14.

The schooner James H. Bruce left Gray's Harbor for this port February 15.

Charters and Freights.

O. M. Kellogg, American schooner, 373 tons (at Ballard); lumber thence to Hilo by Chas. Nelson Co.

Otille Fjord, American schooner, 247 tons (at Ballard); lumber thence to Hilo by Chas. Nelson Co.

Guard C. Toboy, American bark, 1200 tons; passengers and merchandise to Honolulu, in Planters' line; by Welch & Co.

Edward Sewall, American ship, 2816 tons (at Oyster Harbor); coal thence to Honolulu, by Welch & Co. Sugar thence to Delaware Breakwater, f. o. b., \$6.75; 2½ extra to Philadelphia.

Aloha, American schooner, 742 tons (at Gamble); lumber thence to Honolulu, by Pope & Talbot; prior to arrival.

Archer, American barkentine, 85 tons; passengers and merchandise to Honolulu, in Planters' line; by Welch & Co.

Helen Brewer, American ship, 1532 tons (at Honolulu); sugar thence to Delaware Breakwater, f. o. b., \$6.75; 2½ extra to Philadelphia.

Kiklat, American barkentine, 427 tons (at Ludlow); lumber thence to Honolulu, by Pope & Talbot.

BOARD SUSTAINS
THE APPRAISER

The Board of General Appraisers have sustained the action of the local collector in the matter of duty charged on children's woolen caps from Japan. The decision of the board was the outcome of an appeal of Japanese merchants from the decision made in this port.

The board has also sustained the action of the general appraiser in the matter of an appeal from the appraisement of thirteen different lots of sugar bags in which the appraiser had sustained the figure made at this port. An appeal was taken from the appraisement made here, to the general appraiser, who sustained the appraisement, whereupon an appeal was taken from the general appraiser's decision to the Board of General Appraisers, who also sustained the original appraisement.

The Department recommends that in the case of Walter Doyle of the local custom house force the full penalty of the law, a 20 days' suspension of duty and pay, be imposed, and that Doyle be given another chance when the term of the suspension shall have expired. Doyle was suspended about two months ago, and he was therefore practically reinstated a month after he was first suspended.

Heedoo Has Been Here.

TACOMA, Wash., February 12.—The ship Joseph B. Thomas, owned by the California Shipowners' Association, will start tomorrow on another voyage across the Pacific Ocean. She will carry lumber to Sydney, Australia, under command of Captain H. S. Soule, formerly of the ship Paramita, after spending four months in Tacoma harbor discharging her last cargo and undergoing repairs.

In September the ship Thomas sailed for San Francisco with a cargo of coal. She soon sprung a leak and returned to Port Townsend. An unsuccessful attempt was made to keep her afloat for the voyage to San Francisco by use of pumps operated by a donkey engine. She was then brought to Tacoma and her cargo transferred to the ship William H. Smith.

For a month the Thomas lay at anchor, with her pumps constantly working and her hold taking water at the rate of six inches an hour. Later she was dry docked and a big leak found in her garboard strake of the mizzen mast. The metal on her sides was stripped off and the vessel entirely recalced. She is now in first-class condition.

Last summer, with coal from Newcastle to Aepulso, she encountered a hurricane, during which her captain was lost overboard. She put into Honolulu, where cargo was discharged and repairs made, coming thence here in ballast.



The Eye Glass Brigade.

In this brigade are the big brainy bodies, men and women who THINK, who reason, who act and act wisely. "I don't want to wear glasses," is the whine of the puny in intellect, if not in physique. More nerve-force—the real elixir of life—is wasted through defective eyes than any other one source—a constant insidious drain which nothing but glasses can or will stop.

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Manufacturing Optician,
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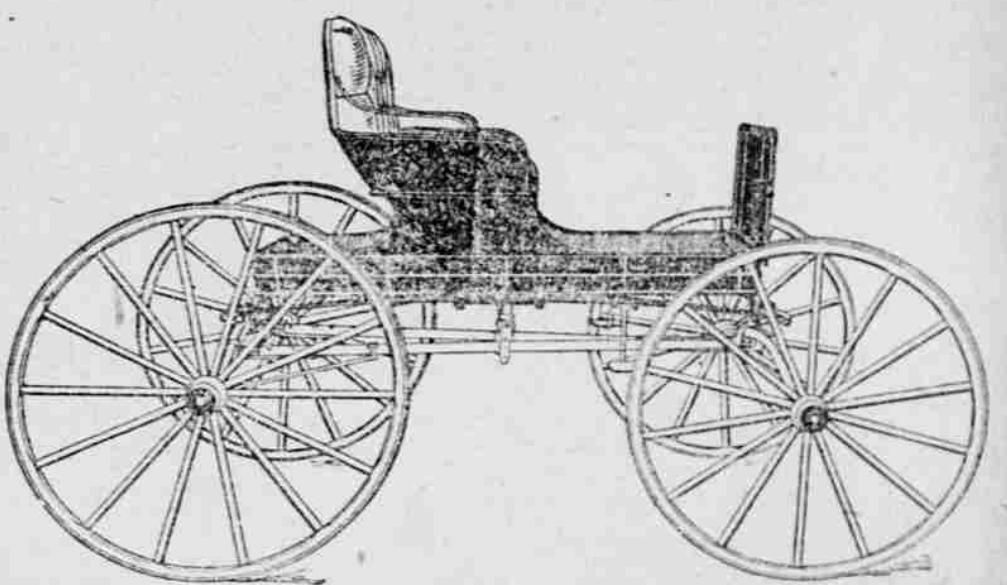
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All Styles and Prices.



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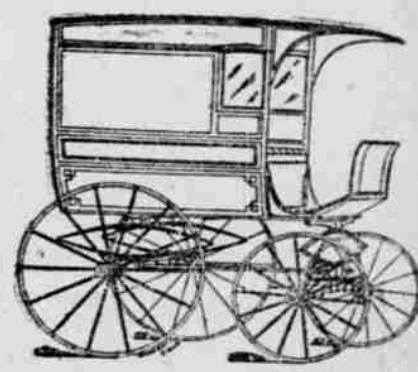
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